

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 5047

英六十一年三月十一日

FRIDAY, DECEMBER 20, 1907.

五卅

英十二月二十日

PER ANNUUM
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP Yen 24,000,000

RESERVE FUNDS 15,550,000

Branches and Agents.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
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NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIANGYANG.
HONOLULU.	MURDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4%

" 3 " 3%

TAKEO TAKAMICHI, Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000

ABOUT MEX \$5,000,000

RESERVE FUND GOLD \$3,250,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEEDELL HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business; receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" 6 " 4 " "

" 3 " 3 " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berlin Berliner Handel und Industrie

Robert Warschauer & Co.

M. A. von Rothschild & Sohne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Klein

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,178,375.

(about £44,000.)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samavang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pascoeroan, Tjilatjap,

Padang, Medan (Del), Palembang, Kota,

Radjah (Acheen), Bandjermasin,

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangalore,

Salon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " do " do "

" 3 " do " do "

J. L. VAN HOUTEN,

Agent.

Hongkong, 12th November, 1907. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS—

Sterling £1,000,000 at £1=£1,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Mr. Henry Kewick, Deputy Chairman.

E. Goetz, Esq.

A. Haupt, Esq.

C. R. Lankman, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 1 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSITS at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per annum.

" 6 " 3½ " "

" 3 " 3 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000),

Subscribed Capital Fl. 10,000,000 (Paid-up),

Reserve Fund Fl. 2,125,70,36 (£176,048).

Head Office—AMSTERDAM,

Head Office—THE HAGUE,

Head

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAV,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338	H. I. Black.
" " "FATSHAN,"	2,260	C. V. Lloyd.
" " "KINSHAN,"	1,995	B. Branch.
" " "HEUNGSHAN,"	1,998	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1 P.M. and 5 P.M. (Sunday excepted). S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,661 tons	Captain W. A. Valentine.
" " "SUI-TAI,"	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	88 tons	Captain S. Bell Smith.
" " "NANNING,"	569	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong hotel.

Or of BUTTERFIELD & SWINEY,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXCILLARATING.

For further information apply to—

BUTTERFIELD & SWINEY,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

Imitation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 69.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and large stock of material is always at hand; planes and angles all being tested by Cloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Vokohama, May 23rd, 1907.

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK," Capt. J. Randerup	WEDNESDAY, Noon, 1st Jan., 1908.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ZIEKT," Capt. F. Porsch	About WEDNESDAY, 1st Jan., 1908.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA," Capt. Minssen	THURSDAY, 5 P.M., 2nd Jan., 1908.
SANDAKAN	"BORNEO," Capt. F. Sembill	Middle of January, 1908.
EUROPE VIA PORTS OF CALL	"SACHSEN," Capt. Woltemas	About WEDNESDAY, Noon, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 10th December, 1907.

THE ATTORNEY GENERAL AND THE LOTTERIES.

WHERE THE LINE IS DRAWN.

A representative Ceylon M. Leader saw the Hon. the Attorney-General to request some explanation of the present renewed campaign against race lotteries and club sweeps. The Hon. Mr. Walter Pereira pointed out that all lotteries were illegal in Ceylon. The sale and distribution of his Attorney-General's sanction prior to a prosecution was provided in order to enable the Police to distinguish between lotteries with an object which can be justified and those which have no such object. Recently there had been reason for action by the Police. The Government considered the question very carefully and the decision arrived at is that which is now been carried out in the Courts.

"What is the line of distinction drawn?" inquired the presiding.

"The distinction drawn between Clubs which are proceeded against and those which are not is based upon the question—is it the lottery carried on for private gain or in the interest of sport. If the former, the Government cannot encourage the continuance of practice by which private gain is procured by illegal methods. Clubs which carry on lotteries in the interest of sport stand on a different footing, and the Government is not prepared to interfere with them."

Mr. Pereira has no special knowledge of any particular clubs, and was only guided by that broad line of distinction in sanctioning or disallowing a prosecution.

More than that the Attorney-General was not disposed to say.

VIOLINS AND FIDDLES.

A TENNESSEE DEFINITION OF THE DIFFERENCE IN FACT.

The violin is the anachorite, the Patrician of musical instruments. The fiddle is the boor. The violin is an instrument of harmony; the fiddle is the voice of melody. The violin is played chiefly by men with pied names and long hair and women with spines. The fiddle is the instrument of the man who wears gallantries, and underclothes only in the winter time. The master of the violin is a virtuoso; the master of the fiddle is merely a mighty good fiddler. The instruments are very much alike from violin to fiddlepiece. The difference is in the players. The violin leads the orchestra; the fiddle leads the dance. Paganini, Joachim and Wieniawski were violinists; Rob Taylor is a fiddler. Arias are executed on the violin; tunes are played on the fiddle. Nocturnes are for the violin; the fiddle makes shining music. The viola voices the music of Mendelssohn, Haydn, Verdi and other foreigners; the fiddle sings of "Old Zip Coon," "Natchez-under-the-Hill," "Jenny Put the Kettle On," "Money Musk" and later productions, including old and young tune, song, hymn, lay, ballad, diry or "piece," grave or gay, the melody, rhythm, jingle or syncopation of which appeals to the listener, but natural and susceptible ear, and that possesses the power to please and soothe, to arouse sympathy and tenderness, or to cause men to laugh, weep or fight. This is the power, the office of the fiddle. The violin is, merely, the fiddle's educated brother. The neighbours admire it for its learning and aristocratic bearing, but they think it puts on too many airs, and when they want fiddle they call for the fiddle—the instrument universal in the Land of the Plebeians—Nashville American.

IT IS SAID:

For her army on a war basis, Germany needs 1,000,000 horses. This is more than any other nation.

Switzerland, in proportion to its population, spends more on the relief of the poor than does any other country.

King Edward is an enthusiastic patron of the theatre and last season he witnessed the performance of thirty-one plays.

Unlike the men, the women of Italy are most industrious. When their household duties are done they knit.

Commercial travellers in Austria have secured a substantial increase in their salaries by combining and demanding it.

Egypt has an enormous number of small land owners, over a million people being proprietors of the ground they till.

The kaiser believes in the old adage, "Early to bed, and woe betide any of his sons who may come in later than 10 o'clock."

Mme. Patrician can speak seven languages fluently, and knows every line of eighty operas. She is very fond of knitting.

The churches and other places of worship in London can accommodate nearly a million and a half people at the same time.

A sea trip is so good for certain people that they will gain many ounces in weight each day, even if they eat scarcely anything.

Wrestling is the national sport of Persia, and the tournaments held to decide championships rival our football matches in popularity.

Rome has recently adopted the "cocktail," the famous Yankee drink, and it is now almost as popular with Italians as with Americans.

During the last ten years as many people have lost their lives through the plague in India as have perished in all the wars since the time of Napoleon.

There are no grapes to equal those produced at Horstfeld, in Belgium. They are grown under glass, and the berries are one of the sights of the place.

In Rio de Janeiro you may see women carrying on their heads pitchers of water full to the brim, and though they travel rough roads, they don't spill a drop.

The Duke of Argyll takes particular pride in an avenue of trees which adorns his grounds. Every tree has been planted by some distinguished person, and bears an inscription.

A Frenchman had at last discovered a reliable method of proving death. He injects a solution of fluorescein into the body, if the blood is circulating, however feebly, the skin soon turns yellow.

In certain towns in Germany householders are compelled by law to sort out their house dust. They have to provide three receptacles—one for ashes, and one for rags and paper. The rubbish is utilized by the town authorities.

To Let

Intimation.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS**Powell's
Bazaar****ANIMALS****POWELL'S
BAZAAR****DOLLS**

50 CENTS TO \$29.50 EACH.

**POWELL'S
BAZAAR****GAMES****POWELL'S
BAZAAR****FANCY
GOODS****POWELL'S
ALEXANDRA
BUILDINGS.**

Hongkong, 7th Decr. 1907.

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TOMORROW,

the 21st December, 1907, at 3.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising—
FINE CARVED IVORY, CARVINGS, BRASS, BUDJHAS, VASES, FLOWER POTS, SATSUMA and CLOISONNE WARE, CARVED CHERRY WOOD TABLES, STANDS, MOTHER-OF-PEARL INLAID PANELS, SILK-EMBROIDERED BED AND TABLE COVERS, SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 16th December, 1907.

[101]

FIRST VOYAGE TO INDIA.

On Saturday, July 8th, 1497, three small ships, carrying in all about 140 men and men, set sail from the Tagus on a voyage of discovery down the west of Africa.

The expedition was under the command of one Vaz da Gama, of whom great things were expected. For he, almost alone amongst the navigators of his day and generation, held the opinion that by that route it was possible to reach the Indies and the Spice Islands of the East.

Starting with the assumption that the earth was round, and not flat—a by no means universally accepted belief in those days—he argued that he had only got to keep on sailing south until such time as he found himself clear of the subtropical extremity of Africa, and that then, by changing his course to the east, he would presently reach the ocean that presumably lay on the further side of that continent, and between it and India.

SO THOUGHT DA GAMA.

But his opponents, and they were many, argued otherwise. He and his crews, they said, were going to utter and sure destruction in a "South Frigid Zone," where frightful tempests raged continually.

One result of these differences of opinion was that an immense amount of interest was taken in the venture by the Portuguese people, who swarmed into Lisbon in their tens of thousands to see the expedition start.

And brave sight it was they beheld. The ships, two of 120 tons each, and one of 75 tons, were gay with bunting, and their high pooped decks were thronged with armed men, the officers in burnished coats of mail, the men in leather jerkins with steel breastplates. Each ship carried a number of "bombs"—wide-mouthed, short cañons throwing huge stone balls. But the crews bore no firearms; only crossbows, spears, axes, swords, javelins, and boarding pikes.

NOW KNOW AS THE TUGELA, and there they remained for two months to recuperate and repaire. The halt was not called before it was needed. More than seventy men were down with scurvy. And one of the ships, the Saint Michael, proved, on being careened, to be so rotten in places that the sailors were able to poke holes through her planking with their fingers. Da Gama, on his attention being drawn to this, ordered her to be broken up, and her sound timbers used for the repair of the other two ships, from which we may infer that they were in a not so very much better state.

Lots of fresh fruit and vegetables, which they procured by barter, from the natives, speedily worked wonders amongst the scurvy-stricken crews, and it was with stout heart that the voyage was resumed. Mozambique was reached in March, but a very hostile reception awaited the adventurers. The Sheik of the place first

TRIED TO WRECK THE SHIPS

by treachery, and then to capture them by open attack.

His plans were, however, frustrated, and da Gama sailed away up the coast, touching at several places for wood and water. At length the time came to strike east again, across the Indian Ocean to the wonders that lay beyond. A marble cross was set up at the furthest point north reached, and a solitary convict was left behind, doubtless much against his will, to hold the country for Portugal.

Then the vessels were dressed with flags, trumpets were sounded, a solemn Te Deum was chanted, and the expedition sailed forth. Soon, however, the brevers died away. They were becalmed in the doldrums. Their water ran short, their meat turned putrid. As a result, the terrible scurvy reappeared, and with increased virulence. Four priests died of the malady during this stage of the journey, and of the "common people not a few."

In fact, the expedition was in about as bad a state as it is possible to conceive of when, on May 20th, 1498, it reached the port and harbour of Calicut. Here

THEY FOUND A CIVILISATION which, although differing in detail from that to which they were accustomed, was superior to it in everything save only the art of war. The voyagers were amazed at the splendour of the buildings, the rich dresses of the wealthy merchants, the jewels of their womankind, the aqueducts for irrigation purposes, and at much else of Oriental life and custom that they now beheld for the first time.

Naturally, da Gama was overjoyed. All that Columbus had expected to find, but had not found, he had discovered. Here, indeed, was the East of man's dreams, a land of gold and silver, of spices and silk, pearls and diamonds. To arms, Portugal! This was a prize worth fighting for!

MANY EXCITING ADVENTURES, which included the seizure by the King of Calicut, of da Gama himself, and the murder of many of his men, the ships got away on November 20th, having stayed exactly six months.

The voyage home was marked by a series of exciting adventures, including a determined attack by a pirate flotilla of low rafts covered and disguised with branches of trees.

But the skill and daring of da Gama, was equal to all emergencies, and on September 18th, 1499, he cast anchor in the Tagus with fifty-five of his officers and men, all that remained alive of the 220 that had set out with him.

Thus was the East, linked to the West and all Portugal, went delirious with delight. To us, and to our sons for ever they said, shall these new lands constitute a noble heritage. They did not know that what Portugal sown Great Britain would reap.—"Peregrine Weekly."

HERE WAS A DILEMMA, indeed. To give in to the demands of the mutineers meant utter ruin, to them as well as to himself. To use force might, nay, probably would, only result in precipitating a catastrophe. Da Gama had

RE COURSE TO A STRA'AGM.

He pretended to acquiesce to the views of the malcontents; but first, he explained, he must have the signatures of the ringleaders to a manifesto, a sort of round robin, setting forth the fact that in turning back he was acting under their orders.

After some deliberation they agreed to this, and presently they descended one at the time, into their commander's cabin in order to append their names to the document in question.

They were promptly seized in the semi-darkness by da Gama, assisted by two of his loyal officers, and put in irons.

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Intimation.

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LIMITED.THE GREAT
POPULARITY
OF
Watson'sE
VERY OLD LIQUEUR
SCOTCH WHISKY
HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
OF
QUALITY.IT IS A
PURE MALT WHISKY
OF
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

(31)

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

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BIRTHS.

On December 13, 1907, at Shanghai, Mrs. R. S. KERMANN, of a son.

On December 14, 1907, at Shanghai, the wife of IVON TUXFORD, of a son.

On December 14, 1907, at Shanghai, the wife of J. SHELEHAMER, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 20, 1907.

U. S. PACIFIC FLEET.

The splendid fleet of battleships, which has sailed for the Pacific, is out of all comparison the greatest fighting force which ever made a voyage of similar length under any flag. This is highly gratifying to the pride of the country, says an American contemporary, which remarks that it is hardly so gratifying to learn, however, that there is not a single vessel in the fleet which will carry a full complement of officers and men. On the average, each ship in the fleet will have 50 per cent fewer officers than are carried on vessels of similar dimensions and equipment in the navy of every other power on earth. Watch and division officers on many of the great ships of the American navy today are youngsters but a few years from the naval academy, and other junior officers of like grade will be in charge of the engine rooms of the ships from time to time. On all the cruisers the same

conditions prevail to even a greater extent. Ensigns and midshipmen are watch and division officers on vessels of this class, and on gunboats; and even of these young officers, there are fewer than are required for handling the ship. The experience is extremely valuable for these young officers, and they are theoretically well equipped for their work—but the contrast is amazing when it is considered that, on the other hand, the ship-commanders, as a uniform rule, are many years older than officers of similar grades in all other navies. The simple truth is that Congress made provisions for a great navy long before it commenced to take steps to provide a sufficient number of officers for the ships, which it was laying down. For years, a new vessel has been put in commission only by the expedient of laying up another vessel, in order to secure officers and men for the new ship. Of late years Congress has acted, and the number of yearly graduates from the naval academy is many times larger than it was in former days. The demand for officers has been so great that few classes have completed their full term of service at the academy before being ordered to sea. The service therefore presents its present anomalous condition, with old commanders and with young men of brief training and experience in the positions formerly held by officers of many years' service, and who are rapidly approaching command rank.

WHAT IS WHISKY?

The question, "What is Whisky?" which was asked, some time ago, in an English court of justice, is now exercising the minds of citizens of the United States, remarks the *Pall Mall Gazette*. It appears that, by a provision of the new pure food law, bottles containing whisky have to be labelled with a statement of the precise nature of the ingredients used in the manufacture of the liquor within. One can easily understand that this requirement is, as the report states, "greatly agitating the less reputable distillers." Wine, it has been well said, can be made from almost anything—even from grape juice; and as to spirits, well, the mere consumer had better drink in faith than endeavour to ascertain the infinite variety of the substances from which some form of fire-water can be extracted. Great indeed are the resources of modern science! If, however, the American law is enforced, and if it is honestly administered, there ought to be, at least, some guarantee that American whisky is not a by-product of sauer-kraut, or slaw, or some other substance other than that from which that spirit is presumably derived.

LOCAL AND GENERAL.

The American Democratic Convention will be held on July 7.

INVITATIONS for the police smoking concert to be held at the Water Police Station on the 4th January, have been issued.

MR. Walker, president of the San Francisco Bank, has been arrested on a charge of forgery. The arrested man admits the truth of the accusation.

RIOTERS in the Hamgyong Province of Korea have murdered twenty more members of pro-Japanese societies. A special convoy from Korea reached Tokio on 13th inst. The Korean Crown Prince was expected to reach Tokio on 15th inst. The most elaborate reception has been arranged.

At St. Andrew's Church, Kowloon, on Sunday next, offerings will be made for church expenses and the Hongkong Church Missionary Association. The Chaplain, Rev. A. J. Stevens, will preach at the eleven o'clock service, and the Rev. G. A. Bunbury, principal of St. Paul's College, will preach in the evening, at 6 p.m.

On Saturday evening Mr. Alfred H. Crook, of Queen's College, will give a lecture on the subject—"The Babyhood of the Earth," at the V.M.C.A. It will be illustrated by 50 pictures showing phenomena of the earth's formation. On Sunday afternoon, at 4.30 o'clock, the Bishop of Victoria will give an address before a meeting of men.

A curious story comes from Shipley, near Bradford. A resident posted a letter addressed to Bingley, three miles away, but the Post Office authorities by some error sent it to the United States. It has now, after a month's delay, been returned, and the authorities demand 4d from the addressee to cover the cost of the letter's travels across the Atlantic.

The C. S. N. Co.'s *Taming* arrived from Manila at noon to-day, carrying Pollard's Lilliputian Oil Company. A pretty rough passage was experienced by the little people crossing the China Sea, but were no to see them return to the young ones upon landing to-day, it would appear that the rough time on the voyage has soon been forgotten.

THE municipalization of the Tokio electric tramways has been agreed upon at the price of Yen 92,500,000, subject to the consent of the Municipal Assembly and the Company's shareholders. The transfer will be made at the end of March. The Government is inclined to authorize the municipalization, as otherwise the financiers who are interested in the scheme threaten a panic at the end of the year.

The stream of coolie labour returning from Manchuria to Shantung for the winter has hitherto largely depended upon the extramural railway line. The Japanese railway in South Manchuria is now intending to attract the coolies by reducing its fare.

A CURIOUS mirage reported by Dr. C. G. Knott was seen in South Africa by members of a cadet corps in the town of Worcester. They saw about four miles off, apparently on the other side of the river, a recognizable image of the town itself.

CHAU-CHUNG KWOO, a coolie, residing at Yau-mai-tsi, faced at entrance into the Hop Cheung marsh, at Mongkok, yesterday in evening, a d coolie d a quantity of clothing which he made in a bundle. As he was about to leave the premises he was pursued by one of the labourers occupying the marsh, who had been watching him all the time, and turned over to the police. This morning, he was brought before Mr. F. A. Macland on a charge of theft, and sentenced to three weeks' hard labour and his us stocks.

BY *bad* permission of Major Hatch and Officers, the Band of the 12th Baluchis will play the following programme of music during dinner, at the Kowloon Hotel, to-morrow, the 21st inst., from 7 to 10 p.m.:—

March	Left Right	Horn
Overture	"The Bohemian Girl"	Half
Value	"Cavalcante"	Lambert
Selection	"Veronica"	Messenger
Serenade	"Love is Idleness"	Macheth
Gavotte	"Eudoxia"	Perdu
Selection	"The Orchid"	Caryl
Two-Step	"Anona"	Grey

God Save the King.

We learn that Sir Charles Ross, the inventor of the Ross rifle, has for some years been experimenting with a new bullet; which will fly straighter than those now in use, and with greater velocity. He has been enabled to carry the scheme of the subject a step further by securing a 2,920 feet velocity with a cartridge that will not wear the rifle out quickly. Two years ago he succeeded in getting up to 1,700 feet and over, and successful trials have since been made with the bullet in Europe and India. It is now being largely manufactured in Canada, and also for sporting rifles. Various powers are testing the cartridge, and at 1,000 yards range 53 degrees less elevation are required than with the British Service arm.

QARREL yesterday between a coolie named Ku-Yang, of 14, Des Voeux Road-Central, and Lo Kwai, the cook of the steamer *China*, resulted in the arrest of the former and the removal to hospital of the latter for treatment. The trouble, we are given to understand, arose over the question of the right of the way. The cook, who "saw" speckled little English, wanted the coolie to get out of his way in a crowded footpath along Queen's Road. The coolie refused, and put an end to the argument by cracking the cook over the cranium. With his head in a bandage the cook was able to be present at the Police Court this morning, to prosecute his assailant, who was sentenced to a month's hard labour.

EVIDENCE was then called.

ALLIED FALSE PRETENCES.

A FORMER GOVERNMENT SERVANT INDICTED.

At the Police Court, this afternoon, a coolie, who was alleged to have been banished in November, 1906, to return to the Colony, afterwards joining the Government service, in whose employ he had been until his escape some six months ago, came up to answer a number of charges. The man, Yung Kai, a pump attendant, Garden Road, was called upon to answer four charges of obtaining goods under false pretences; a charge of returning from banishment; and also a charge of failing to report himself to the police in the proper time, being a ticket-of-leave man.

Inspector Ritchie, in charge of the prosecution, Mr. O. D. Tuohy, was for the defence.

Before the case opened the police consisted of two men to accomplish the two last charges and to proceed only on the charges of false pretences.

Mr. Macland.—What are the particulars in this case?

Inspector Ritchie.—On the 8th November last defendant went to a grocer's shop at 15, Wing Lok Street and obtained some rice and cigar. On the 10th he went to 7, Jubilee Street, there obtained some goods. On the 27th he also obtained from 8, Chuchow Street some silk.

Mr. Macland.—What were the false pretences?—The defendant represented himself as a boy employed at Murray Barracks. When he chose what he wanted at the shops he asked that a fook be sent with him for the money. Arriving at the gate of the barracks he would tell the fook that he was not allowed in the barracks and would take the stuff from the man, telling him to wait for payment, Defendant would then disappear.

Evidence was then called.

VOLUNTEER CORPS ORDERS.

GUNLAWERS.

The examination of gunlayers will be continued at 2.30 p.m. on Saturday next, the 21st instant.

JOINED.

Mr. C. L. Maxwell joined the Troop on the 16th December, 1907, assigned Troop No. 53 and posted to the Troop.

ACCOUNTS.

It is requested that all account due to the Corps may be paid by the 21st instant, to allow all books to be closed by the 31st December, 1907.

STORES.

It is notified for information that no stores except ammunition will be issued between the 1st instant and Monday, the 5th January, 1908, on account of stock-taking.

GYMNASTIC CLASS.

Monday and Friday at 8.45 p.m.

If sufficient members desire it, there will be no extra attendance on Thursday at 6 p.m. Any members who desire this should send in their names to Corporal Hiden, the Gymnasium Secretary, and if sufficient names are received arrangements will be made for an instructor to attend at this time.

RIGHT HALF NO. 2 COMPANY.

The usual monthly shoot which should be held on 26th January, 1908, will be held at Tai Hang Ridge Range on Sunday, the 27th December, owing to the alteration of the date for church parade.

The first shoot for Subscriptions will be held on 22nd instant.

A VICTORI, B. C. despatch of Nov. 19 says:

The steamer *Tar*, of the Canadian Pacific Railroad Orient Line, was again in collision this morning. When leaving the Esquimalt dry dock, where she has been undergoing repairs in consequence of her recent collision with the steamer *China*, the steamer fouled the British bark *Joy*, belonging to Alex McDermott and associates, which is lying at anchor in Esquimalt harbour. A strong squall was blowing when the *do* was flooded and the gates opened, and as the *Tar* emerged from the dock she backed toward the mouth of the harbour, and started to back and fill to bring the vessel's bow around toward an anchorage. The heavy wind, meanwhile, carried her down on the ship *Joy*, and the port-quarter of the *Tar*, just abaft mid-ships, struck the bowsprit of the *Joy*, carrying away the bowsprit and some of the bow gear of the sailing vessel. The outlying boat of the steamer on the port-quarter was sunk and two davits broken, as well as some of the railing being wrecked and stanchions carried away. Repairs can easily be effected and will not be expensive.

"Patience."

In the presence of the entire cast of the opera, Mr. M. L. Stewart in the present, on a few happy remarks. Mr. Goulding responded with many thanks, and predicted the greatest success for the Elks at the coming production.

SHORTLY after six o'clock this morning a *fool* belonging to the Tung Fat Cheung shop, at 51, Wadsworth Road, Kowloon, became aware, by the sound of footsteps, that someone was in the shop. He turned over on his side and saw the shadow of a man disappearing through the back door. The *fool* followed the man and came face to face with him in the lane. A jar of nut oil stood at his feet. Immediately he knew he had found out the coolie took to his heels, but the cry of the *fool* attracted an Indian policeman, who blocked his way. The coolie turned on the policeman so viciously that the latter was forced to draw his *dalon* to defend himself. After a struggle, the coolie, who gave the name of Hung Hol Li, was overpowered, and removed to the station. At the Police Court, this morning, he was sentenced to six weeks' imprisonment and six hours' stocks on the charge of theft. For assaulting the policeman he was fined \$100, and ordered to pay the shopkeeper \$100. The coolie had been sent to the shopkeeper by the *fool* to do his bidding.

The following report is from Mr. F. G. Kigg, Director of the Hongkong Observatory:

On the 20th at 12.10 p.m.—The barometer has risen slightly over the Philippines and at the other stations around the China Sea. The depression situated to the S. of Luzon yesterday appears to exist this morning as a diffused area of low pressure lying over the S. Philippines and adjacent waters.

The depression in the North is moving Eastwards to the North of Shantung, and a rapid decrease of pressure has taken place over N. China. The anti-cyclonic area remains over the Upper Yangtze.

Strong N. winds may be expected in the Formosa Channel and hard N. and N.E. gales over the China Sea.

Hongkong. Rainfall for the 24 hours ending at 10 a.m. on 20th, 0.00 inch.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, strong gale.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

S.S. "CHONG-SHING" IN A STORM.

CHONG-SHING.

The s.s. *Chong-shing* which arrived in port experienced an exceedingly rough passage on her last trip to the North. It was indeed the worst in the history of this ship. She left Canton on the 27th ult., at 1.55 a.m. and proceeded to Hongkong, where she took in 300 tons of coal and general cargo. She sailed the following day at dawn. Owing to a very strong monsoon, she had to steer through the inside passage. As far as at Breaker Point, the vessel was exposed to a very high head sea and the full force of the monsoon. Taking advantage of the shelter afforded by the small rocks and islets, she managed to fight her way as far as Chapel Island light. When off the latter, however, the wind became so fierce that she made no headway. From Chapel Island to Dodd Island, only 10 miles away, took over 5 hours to accomplish. From Dodd Island the coast was hugged until Ping Hai Bay was reached; late in the afternoon of the 30th. The crew dropped anchor in this bay till daylight. Ping Hai Bak is half way between Hongkong and Shanghai. The steamer then proceeded on her course through the Tai Tan straits. Halfway through the latter, the wind became north-easterly. Hugging the coast, she got as far as Tong Ting Island. From Tong Ting to N.F. Promontory there was a moderate north-easterly wind and not too rough a sea. After leaving N.F. Promontory, she ran into a heavy snow-storm, accompanied by violent squalls. The wind then veered to north-west. The weather became intensely cold. From Hoek I light to Taku Bar, that is, right through the Gulf, it started again blowing a most violent south-westerly gale. The Bar was reached on the 5th, at 9.30 p.m. There was only drift ice at the bar and river approaches. It was too rough for the pilot boat to come alongside. They therefore had to wait until next morning when Captain Staver went on board. No difficulty was experienced in coming to the Bund. The *Chong-shing* will call at Shanghai, this time, on her return journey to Hongkong.

TO-MORROW NIGHT (SATURDAY) THE above company make the bow once more to a Hongkong audience after an absence of three years. Here is an extract from the *Winnipeg Telegram* of the 23rd of December last, which shows the favourable opinions entertained of the combination by the people of the Canadian city.—"The talented lot of artists comprising this unique organization had so ingratiated themselves into the affections of the people of that city during their four weeks' engagement here that it was with positive regret, and even sorrow, that their admirers saw them shut from view by the final

Telegrams.

[Reuters.]

Labour in the United States.

London, 18th December.

Mr. Compere, president of the Federation of Labour, speaking at a banquet of the Civic Federation, notified employers that workmen will not consent to any reduction of wages as a result of the money panic, for which they are not responsible.

Later.

Austria-Hungary.

In the Budapest Diet, the Premier described a resolution passed by the Reichsrath on the 16th instant, calling on Hungary to deal justly with the various nationalities, as an effort for which Hungary must receive satisfaction from the Vienna Reichsrath.

The Premier said that the Government declined to carry out the resolution and begged the House to abstain from meddling in Hungarian affairs.

Wireless Telephony.

A wireless telegraphic message was transmitted from Berlin to Copenhagen yesterday.

PACIFIC MAIL S.S. CO.

A New York despatch of 2nd ult. says:—In a speech tinged with bitterness, President R. P. Scherzer, of the Pacific Mail Steamship line, to-night assailed the government's attitude toward shipping on the Pacific, and declared that the present policy had failed to drive the American flag from the Pacific as well as from the Atlantic. His line, he said, was losing money as a result of the operations of the interstate commerce commission, and he intimated that the company would not ask for a renewal of its fifty-year charter, which expires on April 25 next, but would instead retire from the steamship transportation business.

Foreign firms, who could change their rates at will, had piled up \$5,000,000 in assets, he said, while the American line, compelled to give thirty days' notice of a new passenger rate, was dropping between \$1,000,000 and \$1,500,000 in hopeless competition.

Mr. Scherzer was a guest at the dinner at the Walrus of the Society of Naval Architects and Marine Engineers. He said he left it incensed upon him to tell the truth about what he termed "the most deplorable state of affairs in American shipping."

He referred to the liberal subsidies which are granted on the Pacific to British, German and Japanese vessels, and stated that two magnificent vessels were to be added to one Japanese line, which has already increased its fleet by three additional ships in comparatively recent times.

WEST RIVER PATROL.

On a recent journey through the Canton delta, writes the Faishan correspondent of the N. C. D. News, I had in many ways opportunity of seeing that the work of policing the West River and its branches by British vessels is being carried out with thoroughness. A steam-launch—native, but flying the British flag—on which I happened to be a passenger, was boarded by two officers of H.M.S. *Fame* at Kunchuk. The ship's papers were carefully examined, and when the necessary authorization for the carrying of firearms was not forthcoming, the captain was informed that he would be reported to Canton. In subsequent conversation he expressed a characteristically Chinese surprise that the new regulations, of which he had had adequate notice, were being really carried out. Nevertheless he seemed more than pleased at the new rule. "The British ships are going to protect us; the Chinese could not," was the burden of his comment. This would seem to be the prevailing attitude of those directly concerned, in spite of any so-called patriotic protests in more distant parts.

UNREST IN KUANGSI.

When Yufushan, s.s. of Chinnankuan, Kwangsi, were taken possession of by the bandits, We issued an Imperial Decree in hand Chang Ming-chi, the Governor of Kwangsi, to the Board concerned to be strictly dealt with, and, at the same time, We wired to the said Governor to despatch troops by various routes and recover the forts. Then We received successively telegraphic reports of the said Governor of the restoration of the forts and We have granted Lieutenant Colonel Lu Yung-ting, who recaptured the forts, the title of *Potu* and also granted a certain sum of money to his officers and men so as to encourage them and We have ordered the authorities to report upon the affairs minutely. Now the Viceroy of Liangkang, Chia-ki Jen-chun, has sent in a telegraphic report in the matter. According to the same over one thousand bandits occupied the forts and the arms and ammunition there were very strong and Yufushan is a steep hill and it was difficult to attack. However, Lung Chi-kwang and Lu Yung-ting with their troops had fought hard in an attack for several days and nights, and killed many of the bandits and captured many arms and on the 13th December, the forts had been completely recaptured. The success was quite prompt, which deserves Our admiration. Therefore, We hereby grant Lung Chi-kwang, who holds a brief official rank of the second grade, and the acting Taitai of Taiping, Sun Liang, and the Taitai of Tsokiang, the red button of the 1st rank, Lieutenant-Colonel Lu Yung-ting, who holds the brevet rank of Colonel, is hereby appointed an expectant Brigadier-General. If then follow in my other officials who had been meritorious in the arrangement and are duly rewarded by the

CANTON DAY BY DAY.

PREFERENCE TO ENGLISH-SPEAKING CHINESE.

[From Our Own Correspondent.]

Canton, 1st December.—H. F. Vicerry Chang has received imperial instructions to recommend those high officials who are now serving under him and who are able to speak the English language to the Throne for selection for the appointment of Admiral to the province of Kwangtung.

A FRENCH OFFER.

A Peking telegram states that the French Minister at the Capital has submitted a communiqué to the Waiwaiho suggesting that the French Government should despatch troops to quell the rising in the prefectures of Yumchow and Limchow.

FIRE.

At 9 o'clock last evening an outbreak of fire occurred on the city side of the river in Yun Street, in the western suburb, in a Chinese drug store. Fortunately the fire was put out before it spread to the adjoining buildings.

REGULAR INSPECTION.

On the 2nd instant, H.E. the Viceroy will proceed in Canton to make an inspection of the Military tracks there, and to watch the troops go through their qualifying practice.

WU TING-FANG.

H.E. Wu Ting-fang, the newly appointed Chinese Minister to the United States of America, Mexico and Peru and Spain, will leave Shanghai on the 17th day of the 11th moon on board the *s.s. Koren* for America to take up his new appointment.

WINTER SOLSTICE.

H.E. the Viceroy has issued a notification instructing all subordinate officials to present themselves at the Imperial Temple on the 21st inst. to offer their respects before the Imperial Tablet on the occasion of the winter solstice.

RUSSIA IN THE FAR EAST.

M. SHIPOFF'S MISSION.

Among the passengers who arrived in Shanghai on Saturday morning by the *Prins Regent Luitpold*, reports the N. C. D. News of 16th inst., was M. Shipooff, the Russian financial expert, coming from Japan, who has been engaged for some months in travelling through Siberia and the Far East to examine and report on the general financial and commercial situation with a view to future developments. M. Shipooff accompanied Count Witte to Portsmouth, New Hampshire, in the capacity of financial expert, at the time of the peace negotiations with Japan and was immediately afterwards appointed Finance Minister in Count Witte's administration.

M. Shipooff left St. Petersburg towards the end of August and travelled to Harbin, stopping en route a one or two places in Siberia. Thence he went to Khabarovsk and Vladivostok, crossed over to Tsuruga and went to Tokio, where he was received by the Emperor, and after visiting the most important industrial and commercial centres of Japan, has come on to Shanghai. From here he will go, as soon as there is a train, to Hankow to take the train for Peking, where he purposes to make a stay of some duration before returning to St. Petersburg.

The general condition of affairs in Northern Manchuria as he saw it, and the South as he heard of it, from trustworthy informants, it is understood that M. Shipooff does not take a very hopeful view at present, although he admits that there are already signs of slight improvement and that the future is not without possibilities. The Sung-ki Plain surrounding Harbin is undoubtedly rich from an agricultural point of view. It is a good grain-growing country, and the position of Harbin upon a useful river which is crossed by a flourishing railway appears to be at least ideal. What is necessary is patience, the restoration of order and more men in the country which is sparsely populated and ill-developed. The situation at Vladivostok, according to M. Shipooff, practically repeats that in Harbin. The present general tightness of money and weakness of trade which are felt more or less all over the world, are having a heavy effect on Northern Manchuria; and while the financial operations of the world are so much interwoven, the new countries are naturally far more susceptible to these crisis than the old. It may be remarked that M. Shipooff's views coincide both with the future which other observers have designed for Harbin as the centre of one of the gravaries of the East, and with the colonizing policy of the Russian Government, which is understood to be offering free farms to colonists in Manchuria, particularly to soldiers who served in the Far East.

M. Shipooff's reception in Japan was most cordial throughout and marked by numerous receptions. He was amazed at the energy of the Japanese, at the number of new enterprises which are observed in every town. But he could not fail to see that Japan was evidently in need of money and thereby hampered in her development.

With regard to the precise details which call him to Peking we understand that M. Shipooff is partially guided by the fact that the great bulk of Manchurian trade is in the hands of Chinese. But he states positively that his mission is not in any way diplomatic or political.

In conclusion, for those who are interested in the internal development of Russia, it is worth mentioning that at the same time as M. Shipooff left St. Petersburg for the Far East, M. Filosofoff, the Russian Minister of Trade and Commerce, started on a similar mission in the Ural district. It is clear that the Chinese, somewhat dormant resources of the Russian Empire are not to be neglected by its administration.

THE OPIUM CONTROVERSY.

EXTRAORDINARY AMOUNT OF EXAGGERATION.

The most unfortunate feature about the whole of the opium controversy is the extraordinary amount of exaggeration, intentional or unintentional, which the case against the use of that commodity is overlaid. To most persons who have never taken the trouble to look into the matter personally, and we regret to say to some who have done so, but have allowed their clearness of vision to be somewhat obscured by personal prejudice, it is sufficient only to mention the two words "opium den" to disclose the whole horribleness of a debasing business. But in Singapore at least and the Native States possibly the "den" is not the most prosaic and uninteresting place one could conceive. There is about it none of the mereitious glare which may be justly described as one of the attributes and attractions of the gin palace at home. There is an opium-den no more, and in most cases far less, than there is in an ordinary Chinese kedai, and there is not the slightest attempt to hide the shop or its occupants or surroundings, from the general view of the public or the keeper of the law. In fact there is no romance and extraordinarily little that is objectionable about the place, and people who use the word "den" to describe the ordinary licensed opium shop of these Settlements, are deliberately playing upon the credulity and ignorance of those persons who have no personal knowledge of the subject. But it is not of this word in particular we wish to write, it is of another species of exaggeration, of which we note a recent example. We assume it is exaggeration, because it fails in tally at all with either figures or even popular ideas, and we assume this exaggeration is unintentional because we know Mr. Horley to be a good and earnest man. But he is correctly reported either he is unintentionally exaggerating, or else the opium question in the Native States has reached a stage at which it needs only a few more months for it to be no longer a problem for our rulers, but a dead and forgotten thing.

In the recent meeting, at Kuala Lumpur addressed by Mr. Lairdaw, Mr. Horley is reported as having said that "over 200,000 people had applied for the opium cure." Now we shall not be far wrong in asserting that the opium question is practically a Chinese question. Other races do not to any material extent participate in it at all. We may therefore assume that it was meant to imply that over 200,000 Chinese had already applied for the drug. This is particularly interesting because we find that the Chinese population is the whole of the F.M.S. may be estimated (1907) roughly at 327,000. Of these we have to deduct all or nearly all females, as not many women appear to smoke, and presumably all males below fifteen; and we think it would be fair to deduct the odd 27,000 as being represented by those females and children. We have then the fact that two-thirds of the Chinese population of the F.M.S. have applied for the antidote. We are, more than interested to learn it and if there is any virtue in the cure the only action necessary in this matter is to sit still and let it finish the work it has already well begun. It may be argued that some of the applicants have gone away empty, and that some have come from outside the Native States, but allowing that only half the Chinese population of the States has applied for this cure, it seems hardly necessary to do more than appeal for subscriptions amongst the Chinese and Europeans interested to keep up a supply of the medicine. It has been alleged that the worst feature of opium is that it destroys the will power that persons are driven to continue it against their inclinations, whenever the craving comes on, and this is given as the reason why the Chinese cannot be expected to cure the habit by themselves giving it up. But it has also been claimed that this drug will take away the craving after a certain period of treatment, and we may reasonably presume that if the craving has departed the will power might be exercised to prevent these people, who are so desperately eager to cure themselves of the habit, from once more falling from grace.

We say this seems a reasonable and logical assumption, and if so we are particularly interested to learn that the Chinese in so large a number are already far on the high road to recovery from the habit, but we regret to say that to the ordinary student of the question it will appear either that the cure has been wondrously over-rated, or else the figures form once more one of those unintentional flights of fancy which the zealot in his enthusiasm is apt to accept without troubling to analyse to any degree. There are other references in this speech which do not appear to us quite as clear as they might be. Thus we are told "No steps had been taken by the government (in Selangor?) to abolish the traffic, but instead they had gone on increasing and increasing the opium dens, and at the present time go wherever they would, even in the thickest recesses of the jungle, and they would certainly find an opium den." We are again at a loss. We have not a very intimate acquaintance with Selangor and the recesses of its jungles, but it has always been our belief that there are no farms in Selangor except on the coast, and we do not believe that Government, which itself collects the duty on opium everywhere else, would allow a coast farmer to penetrate into the recesses of the State in the heart-rending way Mr. Horley depicts. This speaker also states that "every sensible Chinaman was down on it." Now here again is a statement which is utterly untrue in itself because we know one or two of our own knowledge who are not "down on it" and doubtless there are others. It may be asserted that these statements are true in their general sense. This is all very well out here, but these matters filter home, they are permitted to lose nothing in that filtration, and they are served up to innocent home audiences as solid and uncontroversial fact. The Anti-Opium party may have a strong Chinese following behind them, they may be engaged in what they at least deem to be an extremely wise and good campaign, but we venture to think they would carry more weight and perhaps more influence, more conversions, amongst their opponents, if they weighed these statements more seriously and did not state in fact things which are not facts. *Singapore Free Press.*

WHAT'S SHORT IN THE ORIENT.

There never was a time, according to Soottie's flour manufacturers and grain shippers, when the prospects for an unprecedented trade in those commodities were as bright as at the present, although the tone of the local market is dull.

Dull as the market is, and although there is almost a total lack of new business, millers here are confident that wheat from the state of Washington will soon be an absolute necessity in other parts of the world, and that under this demand wheat prices will be strongly maintained.

The crucial point, according to flour and grain men this year was Australia. The export supply of that country was expected to determine, more or less, the price of the wheat in the market here. The harvest is now far enough advanced to make it certain that Australia will have but little wheat for export, and that the flour markets of the Pacific usually supplied by Australia wheat to the complete exclusion of flour and grain from almost every other part of the world, will have to be supplied either from the United States or from Argentina.

Washington wheat and flour can be placed in Hongkong, Manila and Africa as cheap as that from any other country. The Indian crop is short, and the suspicion is that that country will have barely enough grain for its own consumption. Under these circumstances local millers and exporters feel confident that sooner or later a flood of new business will begin to pour into the Northwest.

CO-DADE'S ADVERTISEMENTS.

HONGKONG HOTEL.

MENU.

SATURDAY, December 21st, 1907.

DINNER.

HORS D'OEUVRES.

Caviar and Olive Croissants.

BOUILL.

Clear Windsor.

FISH.

Boiled Fish and Butter Sauce.

ENTREES.

Pigeon Farci and Green Peas.

Stewed Sweetbreads and Tomatoes.

Chicken Liver and Ham Patties.

CURRY.

Scallop.

JOINTS, &c.

Roast Australian Saddle of Mutton and R.

Curant Jelly.

Roast Capon and Bread-Roast.

Boiled Cal's Head and Piquante Sauce.

Cold Cured Brisket of Beef and Macedonia.

SALAD.

SWEETS.

Toast Pudding.

Tipy Cake.

Strawberry Ice-Cream and Finger Cakes.

Cheese Biscuits.

DESSERT.

Coffee.

Fruits.

KOWLOON HOTEL.

SATURDAY, 21st December, 1907.

DINNERS.

Hors D'OEUVRES.

Bacon and Sandwiches.

Celery.

Lettuce.

SOUP.

Puree of Turnips à la Crème.

FISH.

Fried Oysters à l'Américaine.

ENTREES.

Marrow Fritters.

Venison Steak and Currant Jelly.

CURRY.

Chicken.

RELIEVES.

Boiled Coined Pork and Cabbage.

ALVD.

Chicken à la sauce.

ROAST.

Sirloin of Veal with Dressing.

Pheasant and Bread Sauce.

VEGETABLES.

Cauliflower and Cream Sauce.

Green Peas.

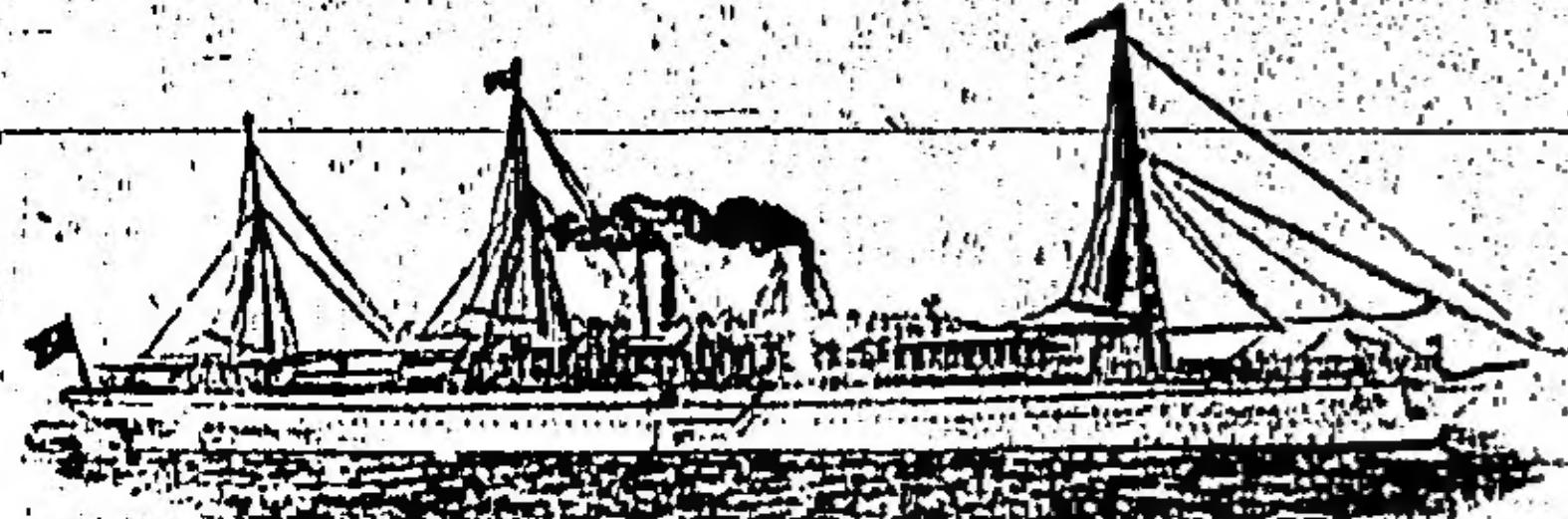
Stuffed Brinjals.

Boiled and Roast Potatoes

SWEETS.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA", 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29½ days from HONGKONG.
Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... £14. 7d New York £42.
First-class rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China

Hongkong, 20th December, 1907 Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.
(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI, TSINGTAU & CHEFOO, LIEUNGSHING 1. SATURDAY, 21st Dec., Noon.
SANDAKAN MAUSANG 1. MONDAY, 23rd Dec., 4 P.M.
SHANGHAI VIA NINGPO KHONGSANG 1. MONDAY, 23rd Dec., 4 P.M.
MANILA PUENSANG* FRIDAY, 27th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, POOKSANG* SATURDAY, 28th Dec., 3 P.M.
SGAPORE, PENANG & CALCUTTA, KUISANG* TUESDAY, 31st Dec., 3 P.M.
SGAPORE, PENANG & CALCUTTA, LALISANG* TUESDAY, 7th Jan., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st Class Single, Return, \$65. \$100.
Penang 85. 130
Calcutta 105. 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

! Taking Cargo on through Bills of Lading to Chefoo, Tsinan, via Ching-Wau-Tau, and Yangtze Ports.

! Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporas, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 20th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL:
PAKHOU & HAIPHONG "SINGAN" 21st Dec., daylight.
SHANGHAI "BAKHOI" 23rd " Noon.
HONGKONG "YUNNAN" 23rd " 4 P.M.
HOIHOW & HAIPHONG "CHIMA" 24th " daylight.
MANILA "TAMING" 24th " 4 P.M.
NINGPO "LIANGHOU" 24th " "
SHANGHAI "SHAOSHING" 25th " "
CEBU & ILOILO "SUNGKIAN" 27th " "
SHANGHAI "YUCHOW" 28th " "
MANILA "TRAN" 31st " "
SHANGHAI "KUKIANG" 31st " "
MANILA, ZAMBOANGA & COLONIES "TAIWUAN" 1st Jan., " "
CEBU & ILOILO "KAIFONG" 3rd " "
YOKOHAMA & KOBE "CHINGTU" 9th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 21st Dec., 1907.
TAPIO	2540	R. Rodger	"	SATURDAY, 28th Dec., 1907.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th December, 1907.

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3RD FEBRUARY, 1908. As an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "RUBI" on FRIDAY, 1st January, in the evening instead of Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 11th February.

We have arranged a Special Fare for this Round Trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for five per diem inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167 Ocean Steamer.

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HARSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG 21st Dec.

Homeward.

RHENANIA 21st Jan., 1908.

HOHENSTAUFEN 22nd Feb., 1908.

HABSBURG 23rd March, 1908.

Hongkong, 14th December, 1907.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship

To sail

For Freight and further Information, apply to

SHEWAN, TOMES & CO., General Agents.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KATHERINE PARK 6,000 SATURDAY, 28th inst., Noon.

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSDA,

Manager,

Vork Building.

Hongkong, 14th December, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAU" Capt. E. S. CROWN

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

is throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey..... \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.

SHUJU ON S.S. CO., LTD.

NEW CHINESE TRADING CO., LTD.

Hongkong, 14th December, 1907.

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET,

Consignees.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNNEES.

THE Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of December, at 9.30 A.M.

All Claims must reach us before the 21st of December, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co., Agents.

Hongkong, 14th December, 1907.

Intimations.

A. CHAZALON & CO.
& QUEEN'S ROAD CENTRAL

NOW SHOWING—

A LARGE AND TARTAN OF

FRENCH DOLLS AND TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &c. &c.

</div

COMMERCIAL

TO-DAY'S EXCHANGE.	
Seller.	
London—Bank T.T.	1.98
Do. demand	1.10
Do. 4 months' sight	1.10/1.15
France—Bank T.T.	2.30
America—Bank T.T.	4.42
Germany—Bank T.T.	1.87
India T.T.	1.37
Do. demand	1.37
Shanghai—Bank T.T.	.74
Singapore T.T.	.26% Prem.
Japan—Bank T.T.	.89
Java—Bank T.T.	1.10
Buying.	
4 months' sight L/C.	1.08
6 months' sight L/C.	1.08
30 days' sight San Francisco & New York	.45
4 months' sight do.	.46
30 days' sight Sydney and Melbourne	.10
4 months' sight France	.37
6 months' sight	.20
4 months' sight Germany	.14
Bar Silver	25 1/16
Bank of England rate	7%
Sovereign	\$10.08

OPUM QUOTATIONS.	
Today's quotations are as follows:	
Per picul	
Malwa New	@ 850/870
" Old	@ 8/90
" Older	@ 910/9
" Oldest	@ —
Per chest.	
Pann New	@ 913
" Old	@ 917
Banavas New	@ 890
" Old	@ —
Pearson (Paper)	@ —

Shipping.

Arrivals.	
Glenfalloch, Br. ss., 1,434 J. Hanisworth, 10th Dec.—Singapore, 11th Dec., Gen.—Joa Tek Sing.	
Phratang, Ger. ss., 1,021, F. Ru-kung, 11th Dec.—Bangkok 5th Dec., Rice.—B. & S.	
Chihli, Br. ss., 1,131, Warack, 10th Dec.—Haiphong 12th Dec., Rice and Gen.—B. & S.	
Progress, Ger. ss., 691, H. Stevne, 11th Dec.—Sandakan 14th Dec., Coal.—S. & Co.	
Mesfon, Ch. ss., 1,339, J. MacArthur, 20th Dec.—Shanghai 17th Dec., Gen.—C. M. S. N. Co.	
Derwent, Br. ss., 1,562, J. Jenkins, 20th Dec.—Saigon 15th Dec., Gen.—Man Fat & Co.	
Triumph, Ger. ss., 679, J. Bendixen, 20th Dec.—Haiphong and Hoihow 19th Dec., Gen.—J. & Co.	
Taming, Br. ss., 1,351, A. Somerville, 20th Dec.—Manila 17th Dec., Gen.—B. & S.	
Wongkoi, Br. ss., 1,111, R. W. Reher, 11th Dec.—Saigon 5th Dec., Rice and Meal.—B. & S.	
Woolwich, Br. ss., 1,843, A. Stoker, 13th Nov.—Moj 8th Nov., Coal.—D. & Co., Ltd.	
SAILING VESSELS.	
Lawhill, Br. 4-masted bark, 1,15—2nd Aug.—from New York, Case Oil.—S. O. Co.	
Steamers Expected.	
—Vessels From Agent Date	
Sunda Singapore P. & O. Co. Dec. 21	
Shaohsing Shanghai H. & S. Dec. 21	
Helsingor Singapore H. A. L. Dec. 22	
Sakhalin Saigon M. M. Dec. 23	
H'kong Maru Manila T. K. K. Dec. 23	
Nikko Maru Manila N. Y. K. Dec. 23	
C. F. Ferd. Laeis Singapore H. A. L. Dec. 23	
Riojua Maru Moji N. Y. K. Dec. 23	
Katherine Park Japan T. K. K. Dec. 23	
Sachsen Japan M. & Co. Dec. 24	
Tatar Japan C. P. R. Co. Dec. 24	
Envorovich Singapore G. L. & Co. Dec. 24	
Fooksang Singapore J. M. & Co. Dec. 24	
Taiyuan Thursday B. & S. Dec. 26	
Laisang Calcutta J. M. & Co. Dec. 29	
Minnesota Japan N. Y. K. Jan. 2	
Ching, U. Sydney B. & S. Jan. 3	
Montague Vancouver C. P. H. Co. Jan. 4	
P. Waldemar Sydney P. & A. Co. Jan. 15	
Numania Astoria P. & O. Co. Jan. 15	
Yersia Tacoma P. & O. Co. Jan. 15	

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

Neil Mcleod	at Kowloon Dock
Germany	" "
Woolwich	" "
Engineer	" "
Kwongsai	" "
C. Hardouin	" "
Hinsang	" "
Fausang	" "
Huichow	" " Commo. itan "
The Ships Passed Canal.	
3rd December—Australia, Claverburn, Ching Wu, Shantou 6th December—Ernest Simons, Bonalder, Borneo, Glenroy, Pakling, Siktang, Bonunus, 10th December—Anchored, Ranca, Belensch, Flintshire, Idomenus, Palawan, Cebu, Suvia, Zilien, 13th December—Abas Maru, Kawachi Maru, Yarza, Prisa Ludwig, Wraycastle, Petrona, 17th December—Dardanus, Verona.	
Arrivals at Home—3rd December—Sikk, Ghore, Darwall, 6th December—Manila, Roov, 10th December—Hohimstan, Tambo, Maru, 10th December—Belgravia, Ghore, Liberta, Ernest Simons, 17th December—Idomenus, Pak Ling.	
Passengers departed.	
Per Empress of China, for Shanghai, &c.—Messrs. Wm. T. Payne, J. L. Scott, Parva, Miss Sande, Messrs. Murray Scott, Yimada, G. E. Goode, W. F. McLaughlin, J. M. Tai, Choy Ting, Shing, Wilberforce James, A. Walter, Harpenden and E. Thomas.	
Shipping Report.	
Str. Mackay, from Poitou—Bad weather.	
Str. D. S. Ottobro, from Amoy—N.E. winds, with high sea.	
Str. P. Primrose, from Bangkok—Strong monsoon and heavy seas had swell all along.	
Str. C. M. Mcleod, from Tientsin, &c.—Tungling to Lamkoo, N.E. gale and high sea, thence to port moderate Northly winds.	

Pos. Office.

The time of posting ordinary letters with an extra fee of 10 cents intended to be despatched by the English and French Mails to Europe has now been extended till noon.

A Mail will close for—

Bangkok, Per Wongkot, 1st Dec., 9 A.M.
Manila—Per Ruli, 21st Dec., 11 A.M.
Shanghai, Tsinian and Chefoo—Per Liang, 21st Dec., 11 A.M.

Arrivals at Home—2nd December—Sikk, Ghore, Darwall, 6th December—Manila, Roov, 10th December—Hohimstan, Tambo, Maru, 10th December—Belgravia, Ghore, Liberta, Ernest Simons, 17th December—Idomenus, Pak Ling.

Passengers arrived.

Per CHINA, from Haiphong—Mr. Ike.

Per Phratang, from Bangkok—Mr. F. Klopp.

Per Tsinian, from Manila—F. G. Goode.

Per Idomenus, Pak Ling.

Passengers departed.

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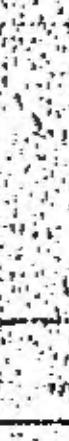
SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS:	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PRESENT QUOTATION, BASED ON EAST WORLD'S D.R.	CLOSING QUOTATIONS.
BANKS:								
Hongkong & Shanghai Banking Corporation Do. (new)	40,000	\$125	\$125	{ \$1,000,000 \$1,750,000 \$2,500,000}	\$1,771,107	£1.15/- for 1 year ending 30.6.07 @ ex 3/2 3/16 \$16.64	5 2	\$725 sales \$710 sales New issue London £1.10.
National Bank of China, Limited	99,025	47	66	{ \$12,735 \$300,000}	\$71,393	5s (London 3/10. 11/1907)	...	551
MARINE INSURANCES:								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$2,000,058 \$41,039 \$125,000}	node	5s for 10-6	81	\$245
North China Insurance Company, Limited	10,000	\$15	65	Tls. 100,000 Tls. 48,942	Tls. 204.44	Final of 7/6 per share making in all 15/- for 1906—Tls. 2.05	6 2	Tls. 87
SHIPPIING:								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$2,646,638 \$66,988 \$2,500,000 \$57,000}	\$65	5s for 1906	61 2	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	Nil	\$4	5s for year ending 30.6.07	101 2	\$38 buyers
Hongkong Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	186,989	127.101	5s for 1st half-year ending 30.6.07	68 2	\$293
REFINERIES:								
China Sugar Refining Company, Limited	20,000	100	100	450,000	19,218	5s for year ending 31.12.06	8 2	\$100
Liuon Sugar Refining Company, Limited	7,000	100	100	100,000	Tls. 8,935	5s for year ending 31.12.06	5 2	\$10 buyers Tls. 80 buyers
MINING:								
Chinese Engineering and Mining Company, Ltd.	100,000	41	41	{ \$1,50,000 \$84,393}	111,556	Final of 1/6 (No. 9) for 1907	7 2	Tls. 15.95 sales
Raub Australian Gold Mining Company, Limited	150,000	41	41	44.873	114,358	No. 12 of 1/-=48 cents	...	\$82
DOCKS, WHARVES & GODOWNS:								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	164,124	\$10,335	5s for year ending 31.12.06	121 2	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd. Do. (new)	20,000	40	40	{ \$1,00,000 \$13,152 \$30,000}	73,047	Interim of 1/- for six months ending June 30th 1907	61 2	\$55 old buyers \$53 new buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$35,000}	149,158	5s for 1st half-year ending June 30th, 1907	81 2	597
Shanghai Dock and Engineering Co., Ltd.	35,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,310}	Tls. 10,459	Tls. 3 for year ending 30th April 1907	41 2	Tls. 73
Hongkong and Hongkew Wharf Company, Limited	6,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 75,000}	Tls. 23,157	Interim of Tls. 8 for account 1907	88 2	Tls. 207 sales
LANDS, HOTELS & BUILDINGS:								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 2	Tls. 1021
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	120,000	\$10,008	5s for year ending 30.6.07	101 2	\$21 sellers
Central Stores, Limited	50,125	\$15	\$15	\$1,000	101,718	5s for 1906	13 2	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$6,075 \$13,000}	110,925	5s for 1st half-year ending 30.6.07	10 2	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$120,000 \$208,386}	\$56,218	Interim of \$3/- for half year ending 30.6.07	71 2	195
Humphreys Estate & Finance Company, Limited	50,000	\$10	\$10	{ \$30,000 none}	\$21,567	80 cents for 1906	71 2	\$101
Kowloon Land and Building Company, Limited	4,000	\$50	\$50	none	\$10,089	5s for 1906	7 2	\$33 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 none}	Tls. 61,978	Interim of Tls. 3 for account 1907	71 2	Tls. 101 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,519	Interim of \$2 for half year ending June 30th	88 2	\$48 buyers
COTTON MILLS:								
Two Cotton Spinning and Weaving Company, Ltd. Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 \$60,000}	Tls. 64,986	Tls. 10 for year ended 31.10.1906	...	Tls. 53 buyers
International Cotton Manufacturing Company, Ltd. Lau-kung-mow Cotton Spinning & Weaving Co., Ltd. Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 75	Tls. 75	none	114,269	50 cents for year ending 31.7.07	5 2	\$10
MISCELLANEOUS:								
Bell's Asbestos Eastern Agency, Limited	5,604	12/6	12/6	{ \$1,299 \$9,000}	\$1,638	1/3 per share for 19.6	9 2	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000	1053	23 for 1905	...	\$1 buyers
China-Borneo Company, Limited	4,000	\$12	\$12	none	Nil	21 for 1904	...	\$10 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$15,000	60 cents for year ended 31.12.01	...	\$6
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	...	1885	80 cents for 1906	88 2	\$4
Dairy Farm Company, Limited	25,000	\$71	\$6	{ \$1,000 \$1,000}	12,974	5s for year ending 31.7.07	71 2	\$17 buyers
Green Island Cement Company, Ltd.	400,000	\$10	\$10	11,000	110,804	Interim of 50 cents per share for a/c 1907	9 2	\$11
Hall & Hollis, Limited	21,000	\$20	\$20	{ \$18,000 \$1,000}	115,002	5s for year ending 28.2.07	112 2	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,933	5s per share for year ending 28.2.07	61 2	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$1,000}	14,361	Interim of \$4 for 1 year ending June 30th 1907	92 2	\$240
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$10	\$10	{ \$1,500,000 \$1,000}	14,212	Interim of 50 cents per share for a/c 1907	8 2	\$25
Matschappi tot Mijn, Hoef en Landbouwes Nootdorp in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 Tls. 27,003}	11,10,374	Final of Tls. 7/- and bonus of Tls. 2/- making Tls. 10/- for 1907	94 2	Tls. 350 s.s. ex d.
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655	5s per share, or periodical mrgn Oct. 30th Apr. 07	8 2	\$73
Philippine Company, Limited	67,500	\$10	\$10	...	None	5s buyers	...	\$5
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 31 for account 1907	78 2	Tls. 107 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 45 sellers
Shanghai Jute & Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 19.6	...	Tls. 65 sellers
Shanghai Sun Yat-sen Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 50,000}	Tls. 7,843	Interim of Tls. 5 for a/c 19.7	9 2	Tls. 1121 buyers
Shanghai Waterworks Company, Limited	16,350	2/20	2/20	Tls. 190,000	Tls. 85,592	Interim of 1/3 for account 1907 (old)	...	Tls. 335 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	101,934	Interim of 1/3 for account 1907 (new)	...	\$20
Steam Laundry Company, Limited	20,000	\$5	\$5	none	2478	40 cents for year ending 31.7.07	61 2	\$51
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000}	Tls. 1,201	Tls. 61 for year ending 30.6.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$1,349	First year	...	\$101 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	155,000	\$1,350	80 cents on 9,000 s.s. shares and 1/4.8/- 100 founders shar 1/10 v + 10/- 34.5-7	8 2	\$10
Watson, A. S. & Co., Limited	60,000	\$10	\$10	{ \$100,000 \$25,000}	\$1,482	Interim of 30 cents for account 1907	7 2	\$10 buyers
William Powell, Limited	5,000	1/10	1/10	none	41	Final of 30 cents making 80 cents for the year ended 30th June 1907	...	55

* These shares are entitled to half of
the profits.

Hails.

PENINSULAR
AND
ORIENTAL
STEAM
NAVIGATION
COMPANYMESSAGERIES
MARIIMES
FRENCH MAIL STEAMERSSTEAM FOR SALVAGE,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLE, LONDON,